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THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

AMERICAN SEAMEN'S FRIEND SOCIETY,
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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same*. POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year*.

THE SEAMEN'S FRIEND

is also issued as an eight page monthly tract adapted to Seamen, and for gratuitous distribution among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



Vol. 44.

JULY, 1872.

No. 7.

IMPORTANT LEGISLATION.

It is with very great pleasure we announce that the Shipping Commissioner's Bill passed both Houses of Congress, and with some very slight amendments, as it was originally submitted. It received the signature of the President in due time, and it is to take effect the 6th of August next.

We regard this as the most important measure ever enacted in this country for the good of seamen.

Among other things, it provides for the appointment by the U. S. Circuit Court, of a SHIPPING COMMISSIONER in every sea-port of Customs, where the presiding Judge deems it advisable. This Commissioner is entrusted with grave responsibilities, and needs to be peculiarly qualified for the position. He should be a wise and good man, capable as an administrator, acquainted with the characteristics and disabilities of seamen, and informed as to the rights and duties of ship-masters and owners.

We would urge upon the friends of seamen, especially in our most important sea-ports, to agree upon the right man for the place, and respectfully recommend him to the appointing power.

The Bill, as signed by the President, will appear in the August number of the SAILORS' MAGAZINE.

(Annual Report, continued from June No.)

DOMESTIC OPERATIONS.

UNITED STATES.

SAN FRANCISCO.—REV. J. ROWELL, *Chaplain.*J. A. BERGNER, *Missionary.*

During the past year, Chaplain Rowell has been most indefatigable in his labors, as the following statistics will show, viz : besides delivering 138 sermons and 90 lectures and addresses, administering the Lord's Supper 13 times and baptism 9 times, he has made of visits, pastoral 168, to ships 293, to hospitals 47, to boarding-houses 20, and also has been, in behalf of his work, to several other cities and towns. He has attended 373 prayer-meetings, temperance meetings, &c., has conversed with 993 persons on the subject of religion, and written 63 pastoral letters. He has held two chapel services on the Sabbath, and also a service at the Marine Hospital.

Mr. Bergner holds a Sabbath service in Swedish also, and a weekly prayer-meeting.

Mr. Rowell's report is full of interest, and speaks of the most encouraging results. Twenty persons have indulged hope in Christ, thirteen of whom have united with the Church.

His Sabbath service at the United States Marine Hospital has proved very useful. The authorities favor it, providing a room, &c., and a choir of ladies and gentlemen from one of the churches adds to its enjoyment. A good deal of religious interest has been manifested there, several having been converted to God.

GALVESTON, TEXAS.—REV. E. F. THWING, *Chaplain.*

“ J. C. F. KRAUSE, “

Mr. Thwing who prosecuted his duties at this station under some peculiar embarrassments, on retiring from it recommended for his successor the Rev. Mr. Krause, as having previously had considerable experience in work among seamen. Mr. Krause was also strongly endorsed by the pastors of the leading churches in Galveston, and upon being appointed, entered on his labors the 1st January. He seems to be getting hold of the

men he meets with on shipboard, but for the lack of a suitable place for service has no regular congregation. A Bethel has been talked of and some funds are on hand toward procuring it. The enterprise should be begun at once.

NEW ORLEANS, LA.—REV. L. H. PEASE, *Chaplain*.

MR. F. CURRAN, }
MR. G. S. PARKER, } *Colporteurs*.

For ten weeks, commencing with 1st January, Mr. PEASE held religious services in the Bethel *every evening*, and from that time till the date of his report, he has had meetings, five of the seven nights of every week, and with most cheering results. A goodly number give evidence of conversion.

His reading-room has been more than ever a favorite place of resort, and frequently a hundred of the unemployed seamen in port, have been found there engaged in reading, writing letters, conversing together, &c. They have thus been kept from countless temptations and indulgences. Nearly a thousand letters have been written there to distant friends, and tens of thousands of pages of tracts and religious books have been sent out from thence, and many copies of the word of God.

The number of seamen who have signed the temperance pledge is a little short of two hundred. The Mission Sabbath-School has continued to prosper, and gives signs of enlargement. The boarding houses and vessels in port where the crews were accessible, have been systematically visited, and our work there vigorously maintained.

Every possible effort has been put forth to obtain the legislative appropriation voted in aid of a Sailors' Home, but without avail.

The New Orleans Seamen's Friend Society is now completely organized, and from the personal character of its Trustees, we have reason to look to it for important results.

From January 1st, 1871, to December 31st, the number of vessels cleared at this port, according to the Custom-House returns, was 2,215, with a tonnage amounting to 1,722,890, and carrying 45,360 seamen. For these seamen there is no available Home or Bethel of any description, save the hired building hitherto occupied by Mr. Pease. This is a crying want, and appeals most loudly to the benevolence of the Christian public.

MOBILE, ALA.—REV. J. J. GRACE, *Chaplain*.

Our appropriation at this port is chiefly to maintain religious services, in the United States Marine Hospital, where through preaching and the distribution of tracts and bibles among the inmates, much good has been done. The Bethel, which formerly was frequented by seamen, now that there is but very little shipping in that port, is used for city mission purposes. Chaplain Pease of New Orleans, has been entrusted with the general oversight of our work here.

PENSACOLA, FLA.—REV. W. A. CARTER, *Chaplain*.

As far as wind and weather has permitted, Chaplain Carter has sought to preach on some vessel every Sabbath during the year, distributing tracts and papers, conversing with the men &c. His labors with very rare exceptions have been kindly received, and encouraged by the command to "sow beside all waters" he trusts that these labors are not altogether in vain.

SAVANNAH, GA.—REV. RICHARD WEBB, *Chaplain*.

The record of 916 vessels visited during the year, 64,056 pages of tracts distributed with (whole or in part) 621 copies of the Scriptures and large numbers of the SEAMEN'S FRIEND AND SAILOR'S MAGAZINE, 174 sermons preached on shipboard or in Bethel, 38 temperance addresses, 91 hospital visits, and 16 funerals, besides very many personal religious conversations with seamen and others, shows that Chaplain WEBB has been industriously employed.

Sometimes while visiting among the vessels he finds a whole crew on the forecastle, where he avails himself of the opportunity to tell the "old, old story," and make an offer of the Gospel. He carries in his tract-bag, reading matter in ten different languages, so as to meet the wants of the foreigners frequenting that port. To converse with them he would need to be (he says) "a walking polyglot." A great many Spanish vessels have visited Savannah the past year, and the crews, though catholic, have shown much eagerness to procure Bibles and Testaments.

The prospect of erecting a HOME is becoming brighter every day, thanks to the Christian liberality of a good lady who remembered the sailor on her dying bed, and to the untiring energy of Mr. J. J. Thomas, President of the Savannah Port Society, seconded by other friends of seamen.

Mr. WEBB reports a greatly increased interest in his work on the part of the citizens, and a better attendance than before at the Bethel.

CHARLESTON, S. C.—REV. W. B. YATES, *Chaplain*.

The SAILOR'S HOME at this port has been recently repaired, and is now in comfortable and inviting condition. Up till the Chaplain's sickness, the Bethel had been better attended than at any time since the war. In the prosecution of the work, Mr. YATES contracted the small pox, from which cause he was temporarily interrupted in his work. He is at his post again, with wonted vigor, and his letters breathe the spirit of renewed consecration to the cause which has had so many years of his long and useful life. He is doing good service and has had many evidences that his labors have not been in vain.

WILMINGTON, N. C.—REV. H. B. BURR, *Chaplain*.

Besides his ordinary duties, which have been faithfully discharged, Chaplain BURR has interested himself in the matter of rebuilding the Sailor's Home, a thing that was very much needed. The low boarding-houses in the vicinity of the Home, taking advantage of its dilapidated condition, have been prospering of late, but the efforts now making by the local Society, will soon remedy the evil. Sufficient funds have been raised to justify undertaking the work at once, and in a short time the Home will be even more attractive than ever.

Chaplain BURR is devoted to the welfare of seamen, and his untiring industry on shipboard and Bethel, and in his visitations among them in hospitals and elsewhere, has made him universally regarded as the sailor's friend. His reports speak of discouragement from the falling off of the shipping at that port, and its dullness at certain seasons of the year, but he cannot fail to have a harvest in due time, from his patient sowing of the good seed of the word.

NORFOLK, VA.—REV. E. N. CRANE, *Chaplain*.

In some respects the past year—the seventh year of Mr. CRANE's chaplaincy—has been one of peculiar interest and encouragement. Besides an increase in the general attendance at Bethel services, and some cheering evidence of spiritual benefit to seamen, there has been manifested an increased confidence and sympathy in the work on the part of resident citizens. This is doubtless in a measure the effect of a public anniversary held in May, 1871, the first in a number of years. The Bethel Sunday-school exhibitions, one in June and the other in January, together with the joint Bethel and Sunday-school celebration on the occasion of raising a new Bethel-flag in November, last, all largely attended, have also conspired to bring the work among seamen quite prominently and favorably before the public.

It is an encouraging fact that more frequently than heretofore, the familiar faces of seamen are seen at the Bethel services, who now habitually attend there, whenever they return to port.

The Bethel Sunday-school has as a general thing been more uniformly attended and not subject to the falling off during the warm months usual in previous years.

The chaplain in his visitations among the shipping, has averaged nearly 100 vessels a month (whole number 1,190) many of which he has visited several times, some every month and even oftener. He has distributed in this time 22,000 pages of tracts, 2,400 copies of the SEAMEN'S FRIEND, &c., and 263 Bibles and Testaments. Besides his other manifold duties, he has provided for a number of castaway sailors, and assisted in securing for them a passage home. He has in this service, come to realize the great need of a Sailor's Home which it is hoped the local Society will be encouraged to undertake very soon.

The number of foreign vessels arriving at Norfolk, has somewhat increased during the past year, and in several instances there has been a full representation of their crews at the Bethel services. The foreigners have been supplied with the Scriptures, tracts, &c., in their own languages, all of which were most gratefully received. In one instance the captain practically expressed

his thanks (for himself and crew), by a liberal donation to the Bethel fund.

There is a fair prospect of a considerable increase of the foreign trade at Norfolk, and when the projected inland communications are completed, there will be an increase in commercial activity, and an enlarged field for Christian labor among seamen.

RICHMOND, VA.—

After the transfer of Rev. Mr. BOGGS to another field, the care of our work at Richmond naturally fell into the hands of the local Society. An appropriation was made to aid in sustaining Bethel services there, but it has not been called for, and owing to the fewness of seamen at that port, probably has not been wanted for the object designed.

PORTLAND, ME.—REV. F. SOUTHWORTH, *Chaplain*.

This indefatigable brother, who is personally known to almost every sailor that has ever gone ashore at Portland, has been toiling on during the past year with alternate cheer and discouragement.

It was expected, under the arrangement entered into a year ago, that he would be able to represent our work to the churches of the State, but he has not found either time or opportunity to do much at that. The ship-building interests of Maine have been seriously depressed of late years, and this has affected especially those benevolences which stand related thereto. Mr. Southworth speaks of this among the causes which have operated to prevent his accomplishing what he hoped to do in behalf of the general work of the Society.

His labors at Portland have had the blessing of God, and seamen have gone out from the Bethel there, carrying religious impressions which they will never forget.

BOSTON, MASS.—CAPT. ANDREW BARTLETT, *Missionary*.

Dea. BARTLETT of the Salem and Mariner's Church, better known as Capt. Bartlett, is hale and vigorous at sixty-five. He

is about as steady at his post as the sun and the tides, and seldom absent a day, each alternate Sabbath worshipping with his church, and pleading the seamen's cause before some congregation elsewhere. His readiness for every good word and work and his manly bearing and fraternal sympathy make him everywhere welcome.

We append his THIRTEENTH ANNUAL REPORT.

"Two meetings have been held weekly at the Chelsea Hospital. Each week there has been a distribution of tracts and papers. The number of patients for the year just closed is 936, and during my connection with the hospital,—a little more than thirteen years—there have been 9,547. There has been distributed about 300,000 pages of tracts in ten languages, 4,000 papers and 200 Magazines and Life Boats, 190 Bibles, Testaments and Psalms—also in ten languages—a great boon to those men of the sea, who now especially appreciate good reading. There has been a good degree of religious interest during the year. Many have asked for prayer, many have signed the temperance pledge, and 52 have given signs of conversion; making in the period of thirteen and one-third years, 616 who in the judgment of Christian charity, have been savingly benefitted. It is not strange that these men, gathered from all nations, sick and suffering, homeless and often penniless, and many of them feeling that the voyage of life is about ended when brought to this spacious hospital, under kind treatment and with the means of grace thus afforded should believe and be saved.

During the year I have attended 39 funerals, making 431 in the thirteen years. The deaths are four and a-half per cent. I have given gratuitous aid amounting to \$100.

The American Bible Society has generously supplied the Scriptures, &c., and tracts have been furnished by the New York Society, whilst the Boston Society has furnished papers new and old, and tracts have come from other sources. All these have been very useful, for all of which I desire to express my thanks. I have been aided in the prayer meetings by brethren William Bridget and Peter H. Larsen, who have also visited the hospital at other times, conversed with the men and distributed tracts.

The Chelsea churches conduct the Sunday evening meetings.

Mrs. C. Hastings of Chelsea has aided the work by her visits and by distributing books from a library which she has established in the hospital. I have had the sympathy of Dr. Bancroft, the Surgeon in charge, and his family, also of the assistant Surgeon and students, of the matron and all the employees for which they will accept my sincere thanks, for my labors have been made more pleasant and successful by their co-operation.

I have put up and sent out 74 new libraries; three on board naval vessels, carrying in all 180 men; 71 in merchant-men, carrying 888 men; and 62 second hand libraries among 687 men, and with these libraries have been sent 80 Bibles and 140,000 pages of tracts, a portion of these furnished by the Congregational Board.

I have presented the cause for collections in 36 churches, also before three conferences, nine Sabbath-school concerts, and have assisted in about 300 prayer-meetings in addition to those in the hospital."

BUFFALO, N. Y.—Rev. P. G. COOK, *Chaplain*.

The work at this point has been steadily taking on order and usefulness ever since it came under the hand of its present Chaplain. While there is, of necessity, a considerable sameness in the nature of his duties, the congregations to which he ministers on the Sabbath, are constantly changing.

In the season of navigation, these are largely made up of sailors, temporarily in port, many of whom have been reached by the truth. The families of sailors residing about him are also the care of the Chaplain, and his pastoral labors among them have had the divine blessing. During the winter, extra religious evening services were held in the Bethel, for several weeks. In these, the Chaplain was assisted by his ministerial brethren of the city. The attendance was gratifying, and very much good was done, from fifteen to twenty having been hopefully converted.

There is a flourishing Sabbath-School connected with the Bethel, and through the children very many of our publications are sent into families that would not otherwise be reached by any evangelizing influence. It is cheering to have the Chaplain say in his last report and review of work accomplished, "ON THE WHOLE, WE FEEL ENCOURAGED."

A very large amount of religious reading matter has been distributed by Chaplain Cook and his helpers in the good work, and many destitute families also have been supplied with the scriptures.

In various ways the community about him have shown an appreciation of the Chaplain's fidelity and usefulness.

ROCHESTER, N. Y.—Rev. DAVID DICKEY, *Missionary on Western Division of the Erie Canal*.

The labors of the past year on this field have developed a new and pleasing evidence that our work has not been in vain.

It is gratifying to find that many formerly employed on the canals, are now otherwise engaged, and are occupying places of trust and responsibility. It is still more gratifying, however, to know that many have come to be Christians, some of

whom are to-day active church-members, while some have been translated to the heavenly rest.

Mr. Dickey makes mention of several interesting cases of conversion in connection with his labors. As illustrating the character of this work, he speaks of once finding four captains with their crews all christians, arranging to "lay up" and attend public worship on the following day. At another time he met two captains, recently converted, who came to him at the close of a Sabbath morning service, in the place where they resided, to acknowledge their faithfulness to him.

SYRACUSE, N. Y.—DEA. ISRAEL STARKS, *Missionary on Eastern Division of the Erie Canal.*

A very great change has taken place in the condition of the boatmen along the line of the canals since Dea. Starks has been in missionary service, and doubtless this change is largely due to his fidelity and zeal. By personal conversation with them, and in the distribution of bibles and tracts, he has been the instrument in leading very many to become temperate and religious men, and useful members of society. He notices a greater regard for the Sabbath than in former years: more boats lay up, and the attendance from them is better on religious services. There is also very much less profanity among the men than in other days. As a general thing, he has been very kindly received, and his self-denying labors admitted to be eminently useful. During the past year, he has availed himself of the opportunity of speaking of our work in many of the churches in his vicinity.

NEW YORK AND BROOKLYN,	{	Rev. H. H. MCFARLAND, <i>Missionary, &c.</i>	
		" E. O. BATES,	"
		" O. HELLAND,	"
		Mr. C. A. BORELLA,	"

A temporary arrangement was made with Rev. Mr. MCFARLAND, in October last, according to which it was assigned him, among other duties, to conduct the Saturday evening service at the HOME, when practicable, and during the week to do such pastoral work there as might be called for. He has also

been useful in calling the attention of pastors, personally and otherwise, to our work, arranging for the presentation of the Seamen's Cause, and as the way has been open for it, addressing congregations and Sabbath-schools upon the subject, besides rendering some assistance in the office. Mr. McFarland speaks of a growing estimate of the work on his own part, and of a cordial reception wherever he has gone, in its behalf.

Mr. BATES continues his Sabbath service at the Brooklyn Bethel, where he also conducts a Sabbath-School and a Tuesday evening prayer meeting, besides performing a large amount of pastoral labor among the destitute families in the neighborhood. Six hopeful conversions in connection with this work, have greatly encouraged him to believe he is not laboring in vain.

He continues his regular visitations at the Navy Yard, where, by officers and men, he is made welcome for his work's sake, and everywhere treated with the respect due his sacred calling and acknowledged usefulness.

Mr. Bates, from his long connection with our work, has a very extensive acquaintance among the captains and mates sailing out of this port, and receives occasional tokens of their confidence and respect. He has been of great service in many instances where a christian sea-captain has been sought for, to take the care of some young man whose friends have sought for him the discipline of a long voyage. Many will ever remember him for kindness rendered, and for his ministerial fidelity.

Mr. HELLAND, himself a Norwegian, has both a sabbath and a week-day service, for the special benefit of his countrymen, large numbers of whom are always in this port. Having been appointed Chaplain for the Seamen's Retreat, he has additional duties at that institution, where his labors have been blessed to the hopeful conversion of several inmates. He has distributed there, during the past year, two hundred and thirty copies of the scriptures, in various languages, and large numbers of tracts, religious papers, &c.

Mr. BORELLA has been constantly devoted to his work as a missionary among seamen in port, and has found many cases of very great interest. He has his residence at the HOME, and

from that place as a centre, he has visited the sailor boarding-houses in the lower part of the city, and the vessels, of all nationalities, lying in this port. Of his work he says—"I am not able to give any exact statement of the good done, but many seamen have gone to sea deeply impressed. These we leave with God, humbly praying that he who began, will perfect his work in them. Many others, during their stay at the HOME, have been hopefully converted."

He mentions two cases of great interest, where the weak in faith, upon taking up the cross on shipboard, found themselves "made strong in the Lord," and on their return to this port, sought an early opportunity to make a profession of religion.

At the HOME, Mr. Borella has taken a personal interest in the Saturday evening service, and in the morning and evening worship, where many seamen have received their first serious impression.

It has been his custom also, to supply sea-going men with the scriptures in their own language, and parcels of suitable reading matter. In addition to these duties, he has faithfully visited among the destitute families of seamen, and administered in behalf of the Society, to the relief of their wants.

LIBRARY WORK.

The statistics for the year ending May 1st, 1872, are as follows :

Number of new libraries sent to sea.....	312
" refitted and reshipped.....	424
Total, (available to 10,888 men).....	756
Whole number sent to sea since 1858.....	4,025
Total volumes in these libraries.....	185,000
Number of men to whom they have been available.....	177,819
Libraries supplied on naval vessels.....	709
Number of men to whom they have been available.....	90,380
Conversions reported during the year in connection with this work.....	70

As will be seen, while the history of this department of our work for seamen is the story of means seemingly small in themselves, blessed of God to large results, this agency has now in its aggregate grown to proportions of such magnitude as to demand some extended attention in this Report. The libraries

contain about forty-five carefully selected volumes, such as the following, viz :

Nelson on Infidelity ; Sailor's Companion ; Path of Peace ; Way of Life ; Dr. John Hall's Papers for Home Reading ; Spurgeon's Sermons ; Kitto's Daily Bible Illustrations ; Pilgrim's Progress ; Dr. Cuyler's New Life ; Illustrated Library of Wonders ; Progress of Discovery ; Dictionary of the Bible ; Captain Russell's Watchword ; Books on Natural Science, Biographies, Songs of Zion, Seamen's Hymns, Temperance Publications, &c., &c.

These libraries are put on sea-going vessels in a neat case and lodged in the forecastle, chiefly for the use of the crew. They go out in the name of the Sunday-school or individual contributing them—one school in Jersey City, N. J., has twenty-six afloat—and come back to our rooms for refitting and re-shipment, or may be exchanged between different vessels at sea or in foreign ports. We send fifty copies of the LIFE BOAT, monthly, for one year, postage paid, to every Sunday-school contributing twenty dollars for a library, with all intelligence received of the whereabouts and work of each library. To this it may be added that constant visitation among vessels in port as well as the increasingly frequent receipt of applications for libraries at our rooms, enables us to make appropriate provision for the nationality and wants of each crew.

In the adaptation of our selections to the needs, and in some measure to the tastes of the seamen, it is encouraging to receive testimony like that of Capt. J. G. Baker, of the ship *Asa Eldridge*.

"I think they are the best selection of books in regard to historical and religious matter that can be made for the benefit of seamen." "Never have seen books better adapted to seamen ; (says a shipmaster who had on board Library No. 782 ;) they are so interesting as to fix the attention of the most careless, and treat on high moral truths which are fitted to impress the heart."

Long since indeed the sailors' appreciation of the work wrought for him by these loan libraries became a thing not to be questioned, and has been manifested over and over again in daily observation and experience at the rooms of the Society. Both officers and men seek for them ; they furnish us in profusion written and oral testimony to their usefulness ; they are grateful for them ; they exchange them with each other at sea ; they carefully preserve them ; often when the ship is lost they take them in the small boat ; they are con-

stantly sending back a tide of thanks-giving to the individual and Sabbath-School donors, accompanied in very many cases, by gifts of their hard-earned wages to spread the good work along all the sea-coast and over the oceans of the globe. And the seaman may well do this, considering the beneficent issues of this simple agency for his welfare. Some detailed view of these issues will enable the public to judge of the practical value of these books.

It is not a small thing, if all facts in the case are seen, that the tedium of a life at sea which the sailor feels as well as any other man, is lightened by them.

"The general effect, (says Capt. Pearce, of the *George G. Weaver*, who had Library No. 1,614 on board,) was most favorable, occupying leisure hours, and taking the place of useless, and worse than useless, amusement." "When the men got out their cards, (says Capt. Higgins, of the *Frank Atwood*, who had Library 3,066,) I told them I had some good books. They put away their cards and read the books. They did not get them out again but read the books and liked them."

We have abundance of evidence that by their use the whole tone of sailor life on shipboard is being lifted—especially in the lessening of profanity and intemperance—the development of a sense of manhood, the raising of discipline so that the ship's best interests are promoted, and ocean voyages made safer and more profitable to all concerned. Capt. R. C. Adams, of the ship *Golden Fleece*, who had with him at the time Libraries 3,036 and 3,254, wrote to us :

"My experience this voyage, under very severe tests, only confirms me in my former opinion that the interests of a ship, as well as the welfare of the crew, are promoted by the application of religious principles, and the exercise of Christian forbearance. So I assure you once more of my great interest in the efforts of your Society, and my high opinion of the libraries."

Passing from this to a higher, because more important and enduring result of this instrument for the sailor's redemption from sin—every flying year adds its testimony to its influence in the CONVERSION of the men of the sea to Christ.

The Society has never received a more comprehensive and satisfactory witness to the blessed nature of its library work than in the following letter written on board the *Kate Davenport*, which sailed from New York in 1867, carrying two libraries, No. 2,329 and 2,330.

EXTRACT FROM A PRIVATE LETTER TO HIS FATHER, IN NEW YORK, BY CAPT. F. C. DUNCAN, DATED BOMBAY, FEB. 11TH, 1872.

"There is one thing that I wish to write you about, which I know will cause you to bless God. During the past two months (at sea) it seemed as though He Himself was in our ship, for the mate, the carpenter, the cook, and ten of the sailors have become Christians. I have sometimes felt an indescribable awe when walking the deck Sunday evenings, to hear hymns rising from different parts of the ship in totally different languages; here a group of Swedes led by the carpenter, there a few Dutchmen praising God in their tongue, and so on through all the languages of Northern Europe. It commenced with the conversion of the carpenter, through the instrumentality of the second mate, who is a member of the Mariner's Church, in Catharine Street, N. Y. Thence the movement spread until it became awful. Men at work in the rigging crying like children—a subdued, half-expectant, half-wondering feeling seemed to pervade the ship. All conversation seemed turned to religious subjects, and I can conscientiously affirm that I've not heard an oath from officers nor men for three months. The mate held out a long time, but at a prayer-meeting which was held in the cabin, at the request of the sailors, he publicly announced his conversion. Nearly all of our crew have signed the temperance pledge, and at that prayer-meeting to which I alluded, every person in the cabin expressed the purpose to serve God, and lead Christian lives.

"Father, I never saw a more impressive sight. There was I leading a meeting, where strong men, hardened sailors and mates, were crying like children. The mate and second mate offered up prayer, while I talked and read the Bible. The discipline of the ship remains intact. The officers are as exacting as ever and the men now work cheerfully and willingly. It is splendid to see how smoothly everything goes on. To show you what a firm hold this religious feeling has taken of the ship's company, I will tell you what happened two nights ago, here in port. I wanted the log-book, and went to the mate's room for it. The door was closed, and I could hear a voice reading, as I thought. We had been hard at work all day discharging coals, so I concluded that the mate was in bed, and was reading aloud. I opened the door and there were the mate and second mate and one of the sailors, on their knees, while the second mate was praying aloud.

"Thank the American Seamen's Friend Society for me, for their libraries and tracts, which have done more good than I can tell."

Such is the work which it is our privilege to carry forward. It remains to add, that the Society is only straitened in the occupancy of the vast field for these loan libraries, by the lack of funds to prosecute it to the full extent. That will be a good day for the Church of CHRIST, in his approach toward the dominion of the sea, when our ability in this respect shall be commensurate with the open door before us, in the merchant and naval service of our country and of the world.

MR. JOHN S. PIERSON continues to render us his invaluable services in the selection and purchase of books for library use. Applications for libraries are referred to REV. E. O. BATES,

so widely known to seamen for his labors in their behalf at the Brooklyn Navy Yard and elsewhere, and their distribution is made, as heretofore, by Mr. JOHN McCLELAND, whose eloquent story about the influence of our library-work and in behalf of the cause of temperance among seamen has thrilled many congregations.

PUBLICATIONS.

The work of the Society is set forth in its monthly issues, now widely distributed in this and foreign lands. As a medium for communicating with pastors and churches, the SAILORS' MAGAZINE is indispensable, and probably influences donations that very much more than pay the cost of publishing it. It is an acceptable visitor wherever it goes, and we have the assurance from various sources, that it is useful both in imparting intelligence concerning its special theme, and in quickening the missionary spirit.

The Society has issued, during the past year, 69,000 copies of the MAGAZINE, and for gratuitous distribution among seamen, 27,500 copies of the SEAMEN'S FRIEND, and 342,000 copies of the LIFE BOAT, for the use of Sabbath schools throughout the land.

The wide range of influence exerted by these publications, may be measured by calculating that with an average of but six to each of these, the AMERICAN SEAMEN'S FRIEND SOCIETY has, in this way, been presented to the attention of over two and a half millions of readers.

SAILORS' HOME, 190 CHERRY STREET, N. Y.

Mr. FREDERICK ALEXANDER, *Superintendent.*

The growing popularity and usefulness of the HOME is largely due to its excellent administration. Mr. and Mrs. ALEXANDER are remarkably qualified for managing such an institution, and during the past year have, by their kindness and devotion to the comfort and welfare of their boarders, made many new friends, who speak of them with grateful affection wherever they go.

The statistical report shows that the year ending May, 1872, was one of the most prosperous since its opening.

The number of boarders has been 2,200, an increase of 238 over the previous year, and of 1,237 over the year before. These deposited with the Superintendent, for safe keeping, \$32,741, of which sum \$16,144 were sent to relatives, and \$3,843 were placed in Savings' Banks.

Of these boarders, 317 were shipped without advance wages, and 74 were sent to the hospital. Many ship-wrecked and destitute sailors have been relieved. The whole number of boarders since the HOME was opened in 1842, is 79,978.

It is an interesting fact, that will bear to be frequently re-stated, that the HOME, during the thirty years of its existence, has saved to seamen and their families, over a million and a half of dollars—nearly double the amount received into the Society's treasury for the support of all its operations.

Not the least of its many excellent features is the Saturday evening prayer-meeting at the HOME. This meeting is sometimes crowded and full of spirit and very profitable. Besides the Superintendent, one of the Society's missionaries is always in attendance, and he is always accessible to the boarders; and here, in their spiritual birth-place, prayer has been answered in the conversion of many souls.

The opening of the Seamen's Exchange, with its Savings Bank and Shipping Offices, and attractive public hall for lectures, addresses, &c., immediately opposite the HOME, will give it additional prominence, and doubtless do much also to extend its benefits.

COLORED SAILORS' HOME.—Mr. W. P. POWELL, *Superintendent*.

At this institution, in whose aid the Society has made as heretofore, a liberal appropriation, there have been 610 boarders, among them several ship-wrecked and destitute, who have been relieved at an expense to our treasury of \$318,65. The whole number of boarders since the HOME was opened in 1869, is 17,486.

ACKNOWLEDGMENTS.

An article upon the "DUTY OF THE CHURCH TO THE MEN OF THE SEA," which originally appeared in the January and Feb-

ruary numbers of the SAILORS' MAGAZINE, so much interested a christian gentleman of this city, that he offered to defray the expense of its publication in tract form, for general distribution. He has in this way rendered permanent service to the Seamen's Cause, and enabled us to present its claims to a very wide circle of readers. It is proposed to use this tract in calling the attention of pastors to our work, and if possible to excite a deeper personal interest on their part in what we are doing for the evangelization of seamen.

The American Bible Society has kindly responded to our frequent application for bibles and testaments to be used on ship-board and for general distribution among seamen, by our chaplains and missionaries, and has generously supplied us with what we have asked for in aid of our library work.

The American Tract Society, and the Presbyterian Board of Publication, have, in furnishing their books and other issues at reduced rates, served us a similar kindness. These with like favors from other friends, who have sent us donations of second-hand books, newspapers, &c., which have been put up in small parcels and given to sailors for their personal use, we would gratefully acknowledge. Our thanks are also due to Prof. R. H. BULL, of the New York University, who, every month, has made the astronomical calculations, which have so greatly added to the value of the MAGAZINE.

OBITUARY.

CAPT. EDWARD RICHARDSON, who died April 6th, 1872, at the advanced age of eighty-three years, was once the Superintendent of the SAILOR'S HOME, and for several years a trustee and the president of this society. He was a devoted temperance man, and in 1830 wrote to the editor of the SAILOR'S MAGAZINE that, "for two years he had navigated a ship of five hundred tons burthen, with a crew of twenty seamen, without ardent spirits," and believing intemperance to be the stronghold of the enemy of seamen, recommended the formation of the Marine Temperance Society, which has since enrolled more than fifty thousand members.

Converted while at sea, he established daily prayer on his

ship, banished profaneness, &c., and in various successful methods of usefulness among seamen and others, was for the last thirty years of his life almost constantly employed. His funeral was attended from the Washington Avenue Baptist Church, Brooklyn, of which he was a consistent and beloved member.

FINANCES.

The total expenditures for the year ending May 1st, 1872, (with balance from previous account) were \$63,676 11.

The receipts from all sources were \$60,366 06.

THE FUTURE.

To HIM, in whose hand are the hearts of men, we commit the future, and count it a privilege to work, THROUGH THE CONVERSION OF THE SAILOR, FOR THE EXTENSION OF CHRIST'S KINGDOM OVER EVERY LAND AND EVERY SEA !

THE SAILOR BEFORE THE LAW.

AN ANNIVERSARY ADDRESS, BY HIS HONOR JUDGE BENEDICT OF THE EASTERN DISTRICT U. S. COURT, DELIVERED MAY 6TH, 1872.

I am simply to make some informal remarks which I hope may serve to deepen your interest in the cause of the sailor, and may enable you the better to appreciate the labors of those who are working in charities like this, and perchance assist you to discover what are the real needs of this class of men—a class noticeable for their peculiarities, and remarkable for their necessities.

Many of the peculiarities of the sailor class are understood by all, but no one knows the sailor unless he has been before the mast himself and lived in the fore-castle. I have never lived in the fore-castle or sailed a ship, and yet, from

constant occupation in maritime affairs, as well as while practising at the bar, I have acquired a certain sort of knowledge in respect to seamen, which perhaps justifies me in addressing you in their behalf.

Seamen should, I think, be classed among the skilled laborers—when the calling is exercised upon the quarter deck it is sometimes called a profession—and the man before the mast may be called a skilled laborer because his work cannot be performed off hand by any man no matter how able. It requires skill and peculiar training, and has a language of its own.

This calling requires no capital

whatever. A carpenter must have his tools. The tools of the sailor are his ten fingers. The carpenter must have at least money or credit enough to procure him lodgings. The sailor requires nothing, for the ship owner always furnishes his lodging and food.

The labor of the sailor is also of a kind constantly in demand, for commerce increases as the world grows rich. It would seem therefore as if the sailor ought to be an independent and thrifty man. And yet, what is the common sailor? Would you know what he is? Would you appreciate the difference between him and ordinary men? Put to him then the stereotype questions which we constantly put to persons whom we meet. Put these ordinary questions to the first sailor you meet rolling along Water or Cherry streets. You will first ask him, what is your name? Name! He has no name. He was called by one name on the last voyage, and he will have another on the next. He may know what his real name is, but he certainly does not know what name he will next be called by. They change their names constantly and without any apparent reason: thus what ordinarily gives identity to a man is wanting with sailors.

You ask him next, where do you live! What is to be his answer? Where does the common sailor live? Not in Cherry street. He only boards there at times. Not in a ship for he leaves the ship at the end of every voyage. He cannot tell you where he lives, for he has no home.

You ask him, is your health good? Sailors seldom have good health. They say, we are always sick on shore, and no wonder. No enquiry as to his health must be put to a sailor when on shore.

Will you ask him as to his family? Some sailors have families, but as a class they have no family connections, no brothers no sisters, no father, no mother, no children, no wife.

This is literally true of hundreds that to-day sail the sea. Think of such a condition as characteristic of a class of men—consider what powerful motives which are constantly operating in all other classes are wholly wanting among the sailors. It is not an exaggeration to say of the sailors of this city that not ten per cent. have any family. They have no one to work for, to live for, or to love. They are alone on shore as on sea.

But you suppose that surely you may enquire of a sailor if he has steady employment, for the ships have almost a personal identity and can be traced and found. They go on well known routes, also, and they must always have a crew. Nevertheless a sailor sails for years without going twice with the same master. He may have gone twice in some certain vessel, for he once took a fancy to the *Mary Jane* and has joined her a second time; but not with the same master. He always wants a new captain.

Continue your enquiries and ask if he has any money? He does not know! He has a new suit of clothes, which the landlord bought for him, and there are he says, some wages due him, which the rascally captain is trying to cheat him out of. He knows he has not had his wages, and it is reasonably certain that he never will have any considerable portion of them, although the captain it may be, has already paid them in full. You ask him if he intends to go to sea again. He thinks not. It is a hard life he says, and when he gets his money out of the captain, he be-

lieves he will set up a little shop and follow the water no more. But a few days after that he will wake from stupor on board some ship outside the Hook, whose destination he will first learn as he crawls up the rigging with muscles so feeble and nerves so shattered that each step is taken at the peril of his life; of which condition of the active Mr. Jenkins, the mate, takes little note, for his principal business just then is to show the master that his new mate is able to make the crew step lively. And this man as he climbs aloft has nothing whatever to show for the labor and toil of years, unless it be a chest of coarse clothing in the forecabin, as to the contents of which he quite likely for the first time informs himself when the watch goes below and he wants a dry jacket.

This is the sum total of his life so far, a shattered constitution and a chest of clothes. And so he will commence voyage after voyage until some morning the voice of the mate fails to bring him from his berth, the captain's dose of powerful medicine fails to rouse him, and at the dog-watch, his body stretched upon a board is at the rail, the captain gives the word, the board is tipped, and all that is mortal of the man lies in the deep bosom of the ocean buried. His spirit has gone where it can find answer to the question which has so often puzzled him here below, whether there is a God in heaven, when sailors are permitted thus to live, to suffer and to die.

This, Ladies and Gentlemen, is no exaggerated picture of many and many a sailor in this great sea-port. I know there are exceptions: I know also that some classes of sailors are better than others. The seamen before the mast in the Navy are better men than former-

ly. The crews of steamships are perhaps as a general thing composed of better men. The average of all the seamen in the port may be a little higher than formerly, but the common sailors of the merchant ships sailing from the port of New York, are to-day a lower grade of men than they were ten or twenty years ago, poorer, more diseased, less valuable for any purpose.

In view of these facts every philanthropist will ask what is the reason that this class of men are so miserable. It is not, Ladies and Gentlemen, owing to the inhumanity of the ship masters. There are inhuman masters, and I could narrate instances of cruelty which have been proved in Courts of law which would cause you to wonder how such things could be possible. But on the whole masters treat their crews better than formerly. There is room for improvement yet, but the tendency is in the right direction, owing in part to the influence of such a Society as this. Nor is the condition of the sailor owing to the greed of owners, nor entirely to the rapacity of the landlords. I query whether you comprehend what a sailor landlord is? He not only boards the sailor when on shore, but he collects his wages, buys him his clothes, tells him when he must go to sea, selects his ship, makes his contract for him, sends him on board, takes his advance, in short acts as proprietor of the man. Do you doubt it? Go to the lower bay when a ship comes in and interfere with the runner who, fully armed, boards her and claims to take his men. You can do it only at the peril of your life. There are sailor landlords in this city who are true guardians of the sailors boarding with them, but the number is not large. As a class they are rapa-

cious men who live and thrive on the vices and misfortunes of seamen.

But you have not touched the cause of the evil when you attribute the condition of sailors to landlords. You say, then the laws must be against them. No, Ladies and Gentlemen. Sailors are very miserable, but so far as the laws are concerned they are a privileged class. If I should put the enquiry whether any one in this assembly has ever paid money towards bringing home sailors from Havre or Liverpool or San Francisco, say, —perhaps all except a few whose faces I recognize—would answer, no—and yet every one of you pays every year some portion of a sum expended to sustain sailors in foreign ports and bring them home. You are not asked to give the money, the government takes it from you by way of tax. No one of any other class, if by chance caught abroad without money has the privilege of being boarded and brought home at the public expense. A sailor thus situated, the Consul is compelled to support and find for him a passage home, and any ship who refuses to take the sailor for \$10 passage money, which the Consul pays, is to be fined \$100. Other laborers if they get sick or are injured by accident must themselves bear the expenses of their cure, but every sailor taken sick or injured in the service of the ship is to be cared for at the expense of the ship. Other laborers may lose their wages by the death or failure of their employer, but the wages of the sailor are, in the quaint language of the ancient laws, “nailed to the last plank of the ship.” The owners are bound for them, the master who is only an agent is nevertheless also bound, and the ship and her freight are bound for them, and this lien given the sail-

ors by the maritime law, is a better security than the strongest mortgage you can draw.

The sailor comes often before the Court of Admiralty, and there this poor miserable wretch who cannot write and hardly read, who has scarcely any identity, has an advantage which the richest merchant cannot claim, for the law declares that seamen are the wards of the Court of Admiralty, and it is made the duty of the Judge of the Court to see to it that no bargain or receipt or release made by a sailor shall work him injustice.

These privileges are not fictitious; they are facts. They are referred to by Dr. Lushington, a great Admiralty Judge of England, when speaking of one still greater, he says, “there is nothing in which I desire to imitate Lord Stowell more than in his administering of equity in mariners’ suits.” Nor are these privileges modern features in the law. They form part of the maritime law which is ancient law—older than any written law of this country—older than any written law of England—older than even the common law of England. Some of these features of the maritime law can be traced back through the dark ages, through and beyond the history of the Roman Empire; even, as it is supposed, to within a life-time of the period of Solomon. These provisions of the maritime law have existed during all these ages, they are still the law wherever the tide ebbs and flows, for they are part of the law of the seas. And who owns the sea? What government can say what shall be the law of the high seas? What Potentate reigns there? Whose bailiff or marshal shall execute process there? The law of nations is the law upon the sea, and the maritime law is part of the law of nations and embedded in that law are

the rules respecting seamen. Consider what is the significance of the fact that for so many centuries these laws have held their place constantly and everywhere, proclaiming, as they do, that the sailor is helpless—that he is a child—an orphan—and must be protected by the law as no other class is protected.

Nevertheless sailors are yet of all men most miserable. The reason can be stated in a word. It is because their calling relieves them from most of the cares and deprives them of the restraints of society. For this reason they are and always will be children, grown men in stature and in passions but children in experience and simplicity. They must be wretched children unless they are properly cared for when on shore. Their life of necessity consists of periods of severe labor at sea alternating with periods of absolute idleness on shore; and it is on shore that the sailor needs a better protection. He must in some way be provided with proper guardians there. This can be accomplished to a great extent by proper local statutes such as have been enacted in other countries, and as I am glad to hear are likely to be enacted here. It can be accomplished by providing seamen with something like a home where there is some one to care

for and advise them honestly, and where they can be furnished with proper amusements and methods of enjoyment. Preaching is very good, and I do not intend to speak slightly of it, here or elsewhere. Tracts are excellent in moderation. But when a sailor comes ashore he comes from the control of discipline and from constant labor, to freedom and absolute idleness. On shore he is off duty, is on vacation, is away for a summer, is spending the holidays, and he must and will have amusement and physical enjoyment. Instead of leaving the vicious to pander to his vices and his lusts some proper places of amusement and modes of relaxation adapted to his tastes and capacity should be provided by the wise and good. And there should be persons charged by the law with the duty of acting in many respects as his guardian with power to protect him. To this want of the seamen I call your attention. If you will throw the influence of your names and your money in some such direction, if in addition you will inform yourselves as to their wants by personal investigation, the condition of the sailors of this port will, in time, cease to be what it now is, a disgrace to civilization.

THE SAILOR THE WARD OF THE CHURCH.

AN ANNIVERSARY ADDRESS, BY REV. W. M. TAYLOR, PASTOR OF THE
BROADWAY TABERNACLE, DELIVERED MAY 6TH, 1872.

My interest in seamen dates from the early months of my residence in Liverpool. I recollect at that time, now sixteen and a-half years ago, I was going through the families of my church in pastoral visitations, when a venerable lady said to me,

"Now, sir, you must remember the sailors." "What do you mean," I enquired. "Why," she said, "you must remember them in your prayers, for we have a great many seafaring people connected with us who always like to know that they

have a place in the petitions that are offered in the sanctuary on the Lord's day." I had come from a rural parish where I had been inclined to think more of agricultural pursuits and agricultural laborers, than of those who are far off upon the sea, but I thanked the good lady for her hint, and from that day I do not think that many sabbaths have passed on which I have not prayed for the sailors. But when you pray for any one, you at once begin to exert yourself in his behalf, and so I have been during all these years deeply interested in everything that affects the comfort and the happiness of seafaring members of the community. Indeed, my interest in them has deepened as the years revolved. Many a time have I gone into a home with a telegram announcing the sad fact that the father of the family or the first born and hope of the household had fallen into a watery grave, and such occurrences as these have given them a deeper hold upon my heart. One of the last public occasions in which I took part in Liverpool, was the laying of the foundation stone of the Sailors' Orphanage, which will take its place as one of the noblest charities of that great sea-port. It was a stirring day and no one could look upon the assembled seamen without having his heart thrilled with sympathy for them in their dangers and temptations. During my voyage across the Atlantic as I heard the tread of the watch on deck above me during the night, and the regular call, all is well, each time the bell was tolled, I felt as I never did before, how much we were indebted to our seamen, and so when shortly after I landed upon your shores, I was asked by Mr. Buck and others to join them in promoting the work of this society, I was prepared to go with them

most enthusiastically, and felt that they were merely requesting me to continue in the work which elsewhere had so engaged my sympathy.

This society has for its distinct object the evangelization of the sailor. Now, all the reasons why we should preach the Gospel to men in general, apply with equal force to sailors. They are men having the image of God, (albeit bronzed and weather-beaten and scarred enough) as well as others; they are men wearing the nature which the Son of God has consecrated by his incarnation, and to them also we must carry the good news if we would be faithful to the great commission, "Go ye into all the world and preach the Gospel to every creature." But there are some special and peculiar reasons why we should labor for their conversion. *They are, in the first place, the servants of the community.* What could we do without them? We cannot set down to the simplest meal without consuming articles for which we are indebted to their enterprise, and because they are our servants we ought to take an interest in everything that concerns their spiritual welfare. The learned and eloquent Judge who has addressed us this evening in a manner so instructive and delightful, has told us that the sailor is "the ward of the Court." But I maintain that he ought to be for the same reasons "the ward of the Christian Church." We owe it to him as a matter of justice that we should look peculiarly after his spiritual welfare since he is laboring so earnestly for our temporal good. If we have received from him carnal things, we ought to show our appreciation of his services by giving him spiritual benefits.

Besides this, *the sailor's occupa-*

tion is dreadfully hazardous. There is scarcely another to which I can compare it, unless it be that of the miner, and just because of the perils to which he is exposed we should be the more earnest after his soul's salvation. When a few years ago this country was desolated by a civil war, you in the North did a noble work which awakened the admiration of all beholders. You sent your Christian Commission to the battle-field to care for the spiritual condition of the soldier, because he was fighting your battles and exposing himself to peril for your sake. But the sailor is engaged day after day, and week after week, and year after year in battling with the wind and waves for us; he is perilling his life continually for our advantage, yet where is the Christian Commission for his welfare? We have it in this noble society, and if men felt as they ought to do regarding it, they would labor for it as eagerly and promptly as your earnest Christians did for the soldiers during the war.

But we should make special efforts for the evangelization of the sailor, also, *because he is cut off to so large an extent from the ordinary means of grace.* I think one of the greatest privations of a seafaring life, is that those who follow it are prevented from regular attendance at the sanctuary on the Lord's day. In my experience this has resulted in the case of seamen, in one or other of two ways; either it has whetted the spiritual appetite so that on their return they have had more desire and relish for ordinances than before; or it has blunted their sensibilities so that they have ceased to care for the services of the sanctuary. In these circumstances it is essential that some means should be used for preserving his character when

he is at sea. Now, this is attempted by the society for which we plead to night, by means of libraries. Nor let it be supposed that the books thus furnished are entirely useless, for sailors as a class are frank and impressible, and they are generally glad during a long voyage, to beguile the hours by reading. They are not all so bad, at least on the English side of the water, as our learned friend the Judge would have us to believe. I will give you one fact which will tend to confirm this assertion. In the town of Liverpool a year ago, according to the report of the chief constable, some 21,000 apprehensions were made of people who were drunk upon the streets, and it was supposed by many that this was owing to the constant presence of so many sailors in the port. But when the figures were analyzed it was found that only 1,700 out of the 21,000 were seamen. Now, when you take into consideration the fact, that in Liverpool there are always 20,000 sailors, and that these are changed probably six times in a year, making about 120,000 per annum, it will appear that the proportion of 1,700 out of that 120,000 is not large, is in fact not nearly so large as that of the remaining 20,000 to the stationary population of the town. We are very apt to consider the sailor worse than he really is. I at least have always found the class to which he belongs open and impressible. They are willing to take books with them, and they are ready to learn out of them. A young relative of my own who has recently returned from a twelve months voyage told me that the men were always ready to listen to him on the Sabbath as he read to them out of the books with which he had been furnished, and that they made good use of

the library which the Seamen's Friend Society of Liverpool had put on board. An effort was recently made in that town to induce each of the Sunday-schools to furnish a library for some ship, and much good might be effected here by the prosecution of a similar plan.

Finally, we should give special attention to the evangelization of the seamen, *because they will make most excellent foreign missionaries.* The sailor must be either one thing or the other. There is no half-heartedness about him. If he is religious then he has so many difficulties to encounter and so many temptations to face that he must be religious out and out. Religion is thus with him something very positive and decided, and so his influence will tell mightily wherever he goes. You know what kind of ministers converted sailors make. John Newton, who was taken from the cabin of a slave ship to be a preacher of the Gospel, was all the more determined in his ministry because of the life out of which he had been brought. Your own Father Taylor, of Boston, is another illustration in point, and in England, many years ago we had a similar instance in boatswain Smith. Only a few weeks ago, there died in London a most excellent Presbyterian minister whose praise is in all the churches, and he was in his early life a sailor. These are specimens of the sort of men converted sailors make. Now, if they were all converted men what a noble band of missionaries they would become. Too often, in former days, their conduct has been a stumbling block to the heathen to whom the churches have sent their missionaries. While the latter have gone with the Bible, the former have landed with the bottle, and the result has been most pernicious;

but if in laboring for the benefit of sailors we should be instrumental in their conversion, then our ships shall bear to every port men whose lives and characters shall adorn the doctrine which the missionaries preach, and thus our commerce shall be the hand-maiden of the Gospel of Christ.

But if we mean to do anything of permanent service to the sailor we must not be content with looking to his spiritual good at sea. His greatest perils are on land, and we must endeavor to remove these while at the same time we continue our direct efforts for his evangelization. This ought we to do while we leave not the other undone. Much indeed has been already accomplished on shore in his benefit. You have built a Sailor's Home. You have opened a Seamen's Exchange. You are endeavoring to get a law for his protection. So far well. But what about the public-houses and brothels that are ever seeking to demoralize him? Are these to be left just as they are? You remember in the Pilgrim's Progress the scene in the house of the Interpreter. Christian was shown a fire which kept ever burning brightly, despite the efforts which a man was making to extinguish it with water. He could not understand it until he was led to the other side of the wall, where he perceived another man pouring oil upon the flame. That has its parallel in the experience of the true Christian, in whose heart grace still keeps the fire alive despite every adverse influence. But it has its parallel also in the iniquitous system to which I have called your attention. You and your fellow laborers in the good work of benefiting the sailor, are pouring water on the fire which is consuming him, but you cannot

put it out. Why? Because on the other side, oil is being poured by crimps and ram-sellers and prostitutes. Now you must put a stop to their exertions, while at the same time you continue earnestly your own.

Now, my friends, I have done. I have come to-night to testify my interest in the cause of the seaman, and I trust that we shall not be content with simply admitting the truth of what has been said. Let each of us resolve to-night to do something more than we have ever yet attempted in this cause. "It is all done now?" said an old Scotch woman to Dr. Chalmers when he came down from the platform after a most eloquent speech at a great meeting. "No! no!" said the Dr., "it's all said, the doing's to begin now." So let the doing be carried out by every one of us.

Sailors' Home, 190 Cherry St.

MR. ALEXANDER, reports two hundred and fifty arrivals during the month of May. These deposited with him \$1,872, of which \$525 were placed in the Savings Banks, and \$864 were sent to relatives.

In the same time twenty-five went to sea from the HOME without advance, and six were sent to the hospital.

Information Wanted.

If any person can send to this office, (80 Wall street, New York) any information of the history, for the past thirty years, of Capt. GEORGE FURBER (son of Dea. FURBER of Boston, Mass.) or of his present whereabouts, we shall be greatly obliged. In 1841-2 Capt. F. was mate of the *Rose Alba*.

Position of the Principal Planets for July, 1872.

MERCURY is an evening star during this month; is in conjunction with the moon on the afternoon of the 6th at 6h.

25m. being $1^{\circ} 55'$ south; is in conjunction with Jupiter on the afternoon of the 10th at 1h. 45m. being $1^{\circ} 12'$ North; is at its greatest brilliancy on the 31st.

VENUS is a morning star until the morning of the 16th at 49m. past midnight, at which time it is in superior conjunction with the sun; is in conjunction with the moon on the morning of the 5th at 6h. 34m. being $1^{\circ} 58'$ south; is in conjunction with Jupiter on the evening of the 28th, at 9h. 26m.

MARS is a morning star rising on the 31st, 1h. 47m. before the sun and $6^{\circ} 51'$ north; is in conjunction with the moon on the morning of the 4th, at 9h. 38m. being $58'$ south.

JUPITER is an evening star setting on the 1st, 1h. 27m. after the sun and $4^{\circ} 34'$ south; is in conjunction with the moon on the morning of the 7th, at 6h. 53m. being $3^{\circ} 39'$ south.

SATURN on the morning of the 1st, at 42m. past midnight is due south and $21^{\circ} 56'$ north of the equator; on the evening of the 31st, at 10h. 31m. is also due south and $22^{\circ} 15'$ north of the equator; is in opposition to the sun on the evening of the 9th, at 6h. 27m., at which time it is at its greatest brilliancy; is in conjunction with the moon on the afternoon of the 19th, at 3h. 17m. being $3^{\circ} 12'$ north.

Receipts for May, 1872.

MAINE.

Augusta, South ch.....	\$47 83
York, a Friend.....	50

NEW HAMPSHIRE.

Concord, South ch.....	37 75
Epping, Cong. Society, lib'y.....	23 50
Exeter, 1st church.....	20 00
Hopkinton, Cong. ch.....	4 50

VERMONT.

St. Albans, 1st Cong. ch.....	71 66
W. Townsend, S. S. Cong. ch. lib'y...	20 00

MASSACHUSETTS.

Andover, Rev. J. Emerson, lib'y.....	20 00
Ashburnham, Cong. S. S.....	25 57
M. E. ch.....	9 25
Boston, Rev. Father Cleveland, for hospital.....	30 00
A Friend.....	2 00
Another Friend.....	4 00
Chelsea, Alice Eddy.....	30
Danvers, 1st ch. S. S. lib'y.....	20 00

Dunstable, Cong. ch.....	17 31	John H. Boynton.....	100 00
Granby, Dr. C. B. Smith, lib'y.....	20 00	Anniversary Collection.....	72 64
Hopkinton, A. A. Sweet's S. S. class..	15 00	Mrs. Hannah Ireland.....	50 00
Lanesville, Cong. ch.....	5 00	Chas. H. Rogers.....	50 00
Maynard, Cong. ch.....	40 00	Mary Bronson, for Genoa.....	50 00
M. E. ch.....	34 56	Robert R. Gordon \$25, lib'y \$20.....	45 00
Medford, Rev. Mr. Eaton.....	5 00	Anne A. Morss.....	40 00
Melrose, Cong. ch. S. S. lib'y.....	25 00	Moses Allen.....	25 00
Montague, Cong. Society.....	10 00	E. T. G.....	25 00
Newbury, B. Parsons.....	2 00	W. H. Parsons & Bro.....	25 00
Phillipston, Cong. ch.....	25 10	John K. Myers.....	25 00
Plymouth, Mr. Damon's S. S. class.....	15 00	Wm. H. Fogg.....	25 00
Rutland, Cong. Society.....	20 00	J. Dowley.....	25 00
So. Royalston, Cong. ch.....	7 60	Capt. Nath'l Briggs.....	25 00
Union Meeting.....	5 33	H. M.....	25 00
W. Barnstable, Cong. Society.....	11 22	Estate Anna A. Courson.....	25 00
Westboro, Union ch.....	3 67	Mrs. A. D. Wilson, lib'y.....	15 00
Westfield, 2d Cong. ch., to const. Ed- win B. Smith, and Jere Horton, L. Ms., each \$30.....	67 45	Capt. R. Burkhalter, lib'y.....	15 00
Edwin B. Smith, lib'y.....	20 00	Capt. S. Perry, bark <i>Jane Young</i>	10 00
Westhampton, Cong. ch.....	17 00	F. Hathaway.....	10 00
Woburn, Mrs. H. J. S.....	10 00	Geo. D. Phelps.....	10 00
RHODE ISLAND.		J. W. Alsop.....	10 00
Providence, Beneficent Cong. ch.....	72 39	Brooks Bros.....	10 00
CONNECTICUT.		James Demarest.....	10 00
Bridgeport, Park St. ch.....	30 68	Capt. Matthews, ship <i>Competitor</i>	8 00
Franklin, F. C. Jones and family.....	4 00	Capt. B. Francis, brig <i>Mary M.</i> <i>Francis</i>	5 00
Groton, Capt. Eben. Morgan libs. for Wm. Henry Morgan, Livinia Ann Morgan, each \$20, and to const. Capt. Geo. Bailey and Capt. Horace M. Newbury, Wm. Edwin Chester and Mrs. Emma Griswold, of Groton, Ct. and Rev. Ch. H. Spurgeon, London Eng. L. M's.....	200 00	J. T. Tapscott.....	5 00
Haddam, Cong. ch.....	8 91	A. S. Ball, M. D.....	5 00
Higgauum, Selden Alsher.....	10 00	G.....	5 00
Mt. Carmel, Cong. ch.....	11 71	C. H. Read.....	5 00
New Haven, 1st Cong. ch.....	50 55	G. C. Robinson.....	5 00
2d Cong. ch.....	28 55	B. H. F.....	5 00
Mrs. F. P. Gilbert, lib'y.....	20 00	Isaac G. Pearson.....	5 00
Northford, Cong. ch.....	11 77	J. N. C.....	5 00
Norwich, legacy of Mrs. Eliz. L. Hub- bell, by E. Learned and C. Bard Ex- ecutors.....	500 00	Capt. W. Dollar, bark <i>Northern</i> <i>Queen</i>	3 00
N. Woodbury, A. Friend.....	2 00	Capt. S. Burgess, bark <i>Yamorden</i>	3 00
Putnam, 2d Cong. ch. lib'y.....	40 00	Capt. Jno. M. Card, brig <i>Seabird</i>	2 00
Rockville, 2d Cong. ch.....	35 00	J. S. B.....	100
1st Cong. ch. S. S. lib'y.....	20 00	Norwich, Cong. S. S., lib'y.....	20 00
Southport, Cong. ch.....	221 33	Bap. ch. S. S., lib'y.....	20 00
Waterbury, 1st Cong. ch.....	76 00	Ontario, Bap. ch., individuals.....	1 50
Watertown, Ct., Benj. Deforest.....	100 00	Port Chester, Pres. ch.....	20 00
Westbrook, Cong. ch.....	22 88	Pulaski, M. E. ch.....	3 00
Whitneyville, Cong. ch.....	25 00	Bap. ch.....	7 37
NEW YORK.		Rochester, Brick (Pres.) ch., add'l.....	51 00
Auburn, Mrs. E. Orr.....	2 00	Saratoga, Jas. M. Andrews, lib'y.....	20 00
Brooklyn, S. S. M. Ass'n, Warren St. Mission lib'y.....	20 00	Saugerties, S. S. Ref. D. ch., lib'y.....	15 00
Plymouth ch. S. S. add'l.....	41 22	Snug Harbor, Capt. N. Nicklason.....	10 00
R. H. McDonald, Plymouth ch.....	10 00	Southampton, Pres. ch.....	25 50
Buffalo, Pratt & Co.....	100 00	Syracuse, 1st Ward Pres. ch. S. S., lib. Webster, Pres. ch.....	10 70
Barnes & Bancroft.....	25 00	Bap. ch.....	11 10
Canajoharie, M. E. ch.....	11 85	Free Meth.....	1 92
Coxsackie, 1st Ref. ch.....	9 36	M. E. ch.....	9 68
Fort Plain, M. E. ch., lib'y.....	17 76	Williamson, Pres. ch.....	11 33
S. S. Ref. ch. lib'y.....	18 00	M. E. ch.....	10 75
Jamaica, 1st Pres. ch., of which B. Hendrickson and Mission S. S. each \$20 lib'y.....	125 50	NEW JERSEY.	
Kinderhook, Ref. ch. Mission S. S. lib. Mansville, S. S. Cong. ch. lib'y.....	31 70	Englewood, Washington Ave. S.S. lib.....	20 00
New Berlin, Cong. ch.....	4 83	Jersey City, 2d Ref. ch.....	36 74
M. E. ch.....	3 73	Judge J. V. Randolph.....	10 00
Epis. ch.....	4 00	Morristown, South St. Pres. ch., add'l of which F. S. Burnham lib. \$60.....	69 95
New York, University Pl. Pres. ch., a member of congregation, by John C. Green, Esq.....	100 00	Newark, 2d Pres. ch.....	16 10
Theodore Roosevelt.....	100 00	Orange, 1st Pres. ch.....	70 00
J. A. Roosevelt.....	100 00	Succasunny, Mrs. Frank Byram, mem- orial of deceased daughter per Rev. S. B. Halliday.....	10 00
John C. Cook, for Genoa.....	100 00	NORTH CAROLINA.	
		Dudley, Freedmen's ch.....	5 00
		OHIO.	
		Painesville, Reuben Hitchcock.....	20 00
		ILLINOIS.	
		Chicago, S.....	7 00
		INDIA.	
		Satora, Rev. S. R. Wells.....	5 00



July.

Published by the American Seamen's Friend Society, N. Y.

1872.

A WORD FITLY SPOKEN.

A wonderful deal of good often comes from what Solomon calls a word "fitly spoken." The Hebrew for "fitly spoken" here means "set on wheels." All our words are set on wheels. If they are good words, they are wheeling on for good. If they are evil words, they go wheeling on for evil. Remember this.

One day a boy was tormenting a kitten. His little sister, with her eyes full of tears, said to him, "O Philip, don't do that; is God's kitten!"

That word of the little girl was not lost. It was set on wheels. Philip left off tormenting the kitten, but he could not leave off thinking about what his sister had said.

"God's kitten, God's creature—for he made it," he said to himself; I never thought of that before."

The next day on his way to school he met one of his companions beating unmercifully a poor, half-starved looking dog. Philip ran up to him and before he knew it, was using his sister's words, saying, "Don't, don't do that, Ned; it's God's creature."

The boy looked ashamed, and tried to excuse himself by saying that the dog had stolen his dinner.

"Never mind," said Philip, "you shall have half of mine."

So they went on their way to school together, and soon forgot all about the dog.

But Philip's words had been set on wheels again, and much good was to follow from them.

Two persons were passing just as Philip spoke, and they heard his words. One was a young man in prosperous business in a neighboring town: the other was a dirty, ragged, miserable-looking creature. He had got into the habit of drinking, and, in consequence of this had just been dismissed from his employer, and was going home, feeling very unhappy and despairing.

"God's creatures," said the poor fellow, and it seemed a new idea to him too. "If that dog is God's creature, then I'm God's creature too, and he will help me if no one else will."

Just then he came to the tavern where he had been in the habit of wasting his money, and then going home to abuse his family. He stopped a moment—the temptation was very strong to go in, but the new thought was stronger. "No, I'm God's creature," he said to himself, "I'll

go in there no more." And he went on toward home.

His wife was astonished to see him come home sober, and still more when he burst into tears, saying that he was a ruined man, but was determined to give up drinking, and try, by God's help, to be a better man.

Just then a knock was heard at the door. It was the gentleman of whom we have just spoken. He had heard Philip's words too. They were words on wheels to him. They went rolling after him. He could not get away from them.

"This is one of God's creatures, too," he said to himself, as he looked at the poor ragged man who was walking before him. "He looks as if he needed help," he went on to say, "and perhaps I can give it to him." This led him to follow the poor man to his home. He offered him work. This was thankfully received, and faithfully done. The poor fellow kept his resolution. He never was found in the tavern again, but became a sober, industrious, useful, happy man. And the simple words which that little girl set on wheels when she spoke to her brother, were the means of doing all this good.—*Dr. Newton.*

Library Reports.

During May, 1872, forty-five libraries went to sea from the Society's Rooms, 80 Wall Street, twenty new and twenty-five refitted, as follows: No. 1,473, on brig *Uncle Sam.*, for Porto Rico; No. 1,726, read with good results, on brig *Water Lilly*, for St. Thomas; No. 1,753, on bark *Lucy Frances*, for Nuevitas; No. 1,792, on brig *C. Fullerton*, for Demerara; No. 1,901, on brig *T. Butler*, for New Orleans; No. 2,279, books read with profit, gone to Cardenas on brig *G. Harris*; No. 2,472, on schr. *B. Hart*, for Wilmington; No. 2,550, on brig *Dirigo*, for West Indies; No. 2,569, on brig *Onalaska*, for Matanzas; No. 2,775, books read with interest, gone to Campeachy, on schr.

B. F. Waite; No. 2,857, on brig *Flying Cloud*, for Naples; No. 2,923, on schr. *M. R. Hickman*, for Richmond; No. 3,003, on brig *Alice M.*, for West Indies; No. 3,085, on brig *Balear*, for Aspinwall; No. 3,115, on brig *N. Ware*, for Trinidad; No. 3,117, read with interest, gone to St. Johns, on brig *Cemo*; No. 3,209, on schr. *Hortensia*, for Demerara; No. 3,331, much read, gone to Fernandina, on schr. *W. H. Jones*; No. 3,647, read with profit, gone to Charleston, on brig *C. Gray*; No. 3,658, on brig *D. Bugby*, for Corunna; No. 3,755, on schr. *J. Carroll*, for Barbados; No. 3,827, on brig *Sea Bird*, for Trinidad; No. 3,829, on brig *G. F. Geery*, for Cuba; No. 3,832, on bark *Josephine*, for West Indies; No. 4,111, on ship *Rhine*, for London;

From Boston we have reports, as follows: No. 1,303, has been to Bombay, Buenos Ayres, New Zealand and Sandwich Islands, has been returned, been refitted and has gone to South America. It has been six years at sea and has made seven voyages.—No. 2,433, is on schr. *Morning Star*, and will go (D. V.) next winter, from Charlottetown, P. E. Island, to Newfoundland. Capt. Walpole writes, May, 9th, with evident appreciation of the work of the AMERICAN SEAMEN'S FRIEND SOCIETY.—Of library No. 2,367, now on schr. *G. Bruest*, at Baltimore, "S. L. L." writes June 7th, '72, "it has been on board five months and the books have all been read with interest by several crews."—No. 2,706, returned in good condition from its third voyage and gone to West Indies on brig *J. W. Drisco*; No. 3,096, returned from its third voyage in good condition, gone to Texas in schr. *Thomas P. Bell*; No. 3,464, on bark *Warren Hallett*, for Africa; No. 3,478, on schr. *E. M. Wright*, for sea; No. 3,494, on brig *Abbey*, for sea; No. 3,743, on brig *Clara*, for sea; No. 3,752, on brig *Navarino*, for West Indies; No. 3,980, on schr. *P. F. Allen*, for the Grand Banks, books much read. The letter printed below shows the care which seamen often take

in time of disaster, of the books we have placed upon their vessels.

NEW ORLEANS, May 10th, 1871.

To the American Seamen's Friend Society, 80 Wall St., N. Y.

Having on board my vessel, bark *Moneta*, of New York, library No. 3,868, which was saved, after the vessel took fire, in a damaged condition (some books missing), I have allowed the ship *C. H. Southarel*, of Richmond, Me., to take it on board. She is bound to Liverpool. Enclosed please find receipt for the same. Hoping that the books will be as interesting to the people on the *Southarel* as they have been to those on my vessel, I remain gentlemen,

Respectfully yours,

L. M. FOSSETT.

Library No. 3,037, sent from the Boston rooms of the AMERICAN SEAMEN'S FRIEND SOCIETY, about three years since, came into our rooms in New York, June 7th, for exchange. It was originally placed on the bark *Windward*, in charge of Mr. B. MOSFIELD, and has made several voyages to Europe. Its origin is so interesting that many readers will be glad to know it. Outside the case-door is a tin plate bearing in gilt letters,

PRESENTED

BY

JOSIE AND WILLIE ELY,

OF

HIGH STREET SABBATH SCHOOL,

LOWELL, MASS.,

and on the reverse, (inside the door) is a large photograph of Josie and Willie, looking smilingly out upon the examiner;—underneath it the words, *From your friends Josephine and Willie Ely, Lowell, Mass.* No sailor who used this library, (and its books give evidence of steady use,) could be insensible to the redeeming and elevating influences connected with this sweet picture of its donors. We think this ornamenting library cases so as to tell the sailor who has helped him to libraries will be welcome to many

friends of the seamen's cause as they provide funds for this blessed work, on their own behalf or on that of their children, living or dead. It need not be expensive, and is surely a pleasant and effective way to make "Jack" feel that some one loves him.

No. 2,422, returned in good condition, books much read and very useful, gone to Valparaiso on bark *Gipsy*, 8 men; No. 3,445, returned from Calcutta, has done much good, gone to Baltimore on schr. *G. E. Thatcher*; No. 2,648, returned from its third voyage, in good condition, and gone to sea on brig *Howe*; No. 2,771, returned from Rio, books much read and very useful, gone to Montevideo on bark *Clara*, 15 men; No. 3,497, "I prize the books much. When in Boston I gave each of my crew money to buy something preparatory to going to sea. One of them came on board drunk, and the mate sent him below. When I talked with him he said he hoped I should overlook it. I gave him and all the rest a book from the library, and they stayed on board and read the books. They have changed the books and kept on reading. I have not seen any signs of liquor since, and there is no swearing on board. I am satisfied that the books are exerting an influence for great good."

E. M——,

Master schr. *A. H. Belden*.

No. 2,638.—Returned from London, and gone to Florida, on schr. *Geo. Staples*.

An Unfortunate Boy and a Happy Mother.

One day I went to the house of a poor widow who had been for a long time partly supported by the church. She was a good woman, and always in her place in the house of God. Always cheerful and happy, she seemed always to be contented with her desolate condition. On entering her room, I soon discovered the secret of her happiness. A boy eighteen

years old sat in the corner, near the window, as helpless as an infant. He had never walked or talked like other boys. He had never dressed himself, nor fed himself, nor helped himself any way, in all his life. He could only make signs to his mother, and make a curious noise with his mouth, which she seemed to understand. She had dressed and undressed him, washed and fed him, and done every thing else for him, for eighteen years; never absent from him long at a time, but there, always there, watching and ministering with the tenderest love to her afflicted son. He had very little mind, but enough to *look* his gladness and his joy up into his mother's face.

"Do you wonder that she was happy? You think that she had enough to make her sad all her days. No: her son's helplessness taught her humility. Her tender care of her afflicted boy destroyed all selfishness in her heart, and gave her the mind that was in Jesus, who was meek, and lowly of heart. She was taught that we are dependent upon God for life, health, breath, food, raiment, mind, body, strength, voice, teeth, taste, and *every thing that we have*. This is enough to make anybody happy; and without these lessons and graces none of us can be happy, though we live in palaces, dress in purple and fine linen, and fare sumptuously every day."

Suddenly Delivered.

A man who was a confirmed and hopeless drunkard, being about to go out to the Fishing Banks with a fisherman, proposed, before they started, "to take a drink."

"No," said the fisherman; "I don't drink."

"Don't you drink anything?"

"No; I don't drink anything."

"Why not?"

"Because I am a Christian."

"What!" said the man, "does Christ keep you from drinking?"

The fisherman, at first, confused by the novelty of the question, hesitated a moment, then answered, "Yes! Christ keeps me from drinking!"

The poor inebriate was struck by the reply. He thought, "There is help that I didn't think of." He went home and into his room, and knelt down and said, "O Lord Jesus Christ, keep me from drinking." His appetite for liquor suddenly left him. He was delivered.

The Little Sunbeam.

A little golden sunbeam
That through the window steals,
Oh, what a world of comfort
Its welcome light reveals!
On many a cloud reflecting
Its clear effulgent ray;
How cheerful on its mission
It glides from day to day.

Go, like that little sunbeam,
The work of love fulfill,
A messenger of gladness,
To do the Master's will;
Go where the voice of kindness
But seldom greets the ear;
Where bloom no summer roses,
Life's thorny path to cheer.

Bend o'er the restless pillow,
And whisper soft and low
Of Him the great Physician,
That all who will may know;
Tell how his human nature
Hath borne our griefs and fears,
And how, in tender mercy,
He treasures up our tears.

Then sing the dear Old story
That hath been wed to song;
'Twill surely find an echo
Ere thou hast breathed it long;
Some heart with joy will open
Thy message to receive,
And this will be the answer;
"I will, I do believe."

American Seamen's Friend Society.

W. A. BOOTH, *President*,

S. H. HALL, D. D., *Corr. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent*,

80 WALL STREET, N. Y.

OFFICES } Rev. S. W. HANKS, 13 Cornhill, Boston.
AND }
ADDRESSES. } Rev. H. BEEBE, New Haven, Ct.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall-street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

SAVINGS BANK FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 78 Wall-street and 189 Cherry-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

SAILORS' HOMES

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry-street.....	Amer. Sea. Friend Society..	Fred'k Alexander.
153 Thompson street, (colored).....	" " " "	W. P. Powell.
BOSTON, 39 Purchase street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front street..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor Front and Dock sts..	Wilm. Seamen's Frnd Soc'y..	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society.....	Capt. Jno. McCormick.
MOBILE, Ala.....	Ladies' Sea. Friend Society..	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	David Isley.
HONOLULU, S. I.....	Honolulu " " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl street.....	Epis. Miss. Soc'y for Seamen	Charles Blake.
334 & 336 Pearl street.....	Private.....	
4 Catharine Lane, (colored).....	do.....	G. F. Thompson.
45 Oliver street.....	do.....	Christ. Bowman.
66 do do.....	do.....	Charles G. Aufarth.
BOSTON, N. Square, "Mariners House"	Boston Seamen's Aid Soc'y..	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	David Isley.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc'y	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison st.	New York Port Society.....	Rev. E. D. Murphy.
Cor. Water and Dover streets.....	Mission " " " "	" " " "
275 West street.....	" " " "	" B. F. Millard.
Foot of Pike street, E. R.....	Episcopal Miss. Society.....	" Robt. J. Walker.
Foot of Hubert street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip.....	" " " "	" " " "
Swedish and English, pier 11, N. R.	Methodist.....	" O. G. Hedstrom.
Oliver, cor. Henry street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market sts.....	Sea and Land, Presbyterian.	" E. Hopper, D. D.
BROOKLYN, 8 President street.....	Am. Sea. Friend Society.. {	" E. O. Bates.
BUFFALO.....	" " " "	" O. Helland.
ALBANY, Montgomery street.....	Methodist.....	" P. G. Cook.
BOSTON, cor. Salem and N. Bennet sts..	Boston Sea. Friend Society..	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis streets	Baptist Bethel Society.....	" Geo. S. Noyes.
Richmond street.....	Episcopal.....	" H. A. Cooke.
PORTLAND, Me. Fore st. nr. Custom H.	Portland Sea. Frnd Soc'y..	" J. P. Robinson.
PROVIDENCE, E. I., 52 Wickenden st...	Prov. Sea. Friend Society..	" F. Southworth.
NEW BEDFORD.....	New Bedford Port Society..	" O. M. Winchester.
PHILADELPHIA, cor. Front & Union sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn streets.....	Methodist.....	" Vincent Group.
Catharine street.....	Episcopal.....	" William Major.
Front St. above Navy Yard.....	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice and Anna streets.	Seamen's Un. Bethel Soc'y..	" Joseph Perry.
Cor. Light and Lee streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK.....	American & Norfolk Sea. {	" R. R. Murphy.
CHARLESTON, Church, nr. Water street	Friend Societies {	" E. N. Crane.
SAVANNAH.....	" " " "	" Wm. B. Yates.
MOBILE, Church street, near Water...	" " " "	" Richard Webb.
NEW ORLEANS.....	" " " "	" L. H. Pease.

American Seamen's Friend Society.

Organized May, 1828—Incorporated May, 1838.

WM. A. BOOTH, Esq., *President.*

TRUSTEES.

Richard P. Buck, Esq.,
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